

GOOD HOPE'S FATE A MYSTERY

**No Word of Admiral Cradock's Flag-
ship—Japanese Fleet Coming.**

VALPARAISO, Chile, Nov. 4.—The victory of the German fleet under Admiral von Spee, consisting of the armored cruisers Scharnhorst and Gneisenau and the light cruisers Nürnberg,

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GERMANS SOUGHT TO DECOY SHIPS

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Leipsic, and Bremen, over the British squadron made up of the cruisers Monmouth, Good Hope, and Glasgow and the transport Otranto, commanded by Rear Admiral Cradock, continues the sensation of the hour here.

That the Germans were able to sink or scatter the British squadron, with only minor damage to their own ships and a casualty list of only two wounded, is a subject of wonder.

The Monmouth is known to have been lost with practically all of her crew; the Good Hope was severely damaged and on fire when she escaped under cover of darkness, and as nothing has been heard from her since the battle it is believed that she went to the bottom. The Glasgow and the Otranto took refuge in a Chilean port.

The Scharnhorst, Gneisenau, and Nürnberg were still in the harbor early today, coaling and provisioning, in preparation for steaming away later in the day. It is supposed they will relieve the cruisers Leipsic and Bremen, which have the Glasgow and Otranto bottled up in the port of Talcahuano, eight miles northwest of Concepcion. It would seem like madness for these British ships to leave this haven of refuge, and it is likely that they will be dismantled and interned unless a superior British and Japanese fleet should make its appearance and go to their relief.

A collier which arrived here today reports having seen eight Japanese warships at Easter Island in the Pacific, about 2,300 miles west of the Chilean coast. Easter Island belongs to Chile.

Admiral von Spee, the German commander, in his official report of the battle, which took place late Sunday afternoon off the Chilean island of St. Maria, says the action lasted only an hour, being discontinued at nightfall, when the British were forced to give way.

"The Good Hope," he says, "was then so badly damaged that she was unable to resist, and could only make her escape protected by the darkness."

"The Monmouth, under identical conditions, tried to escape, but was followed by a small cruiser and was sunk with a few shots. Owing to the hurricane that was blowing, no boats could be lowered, and consequently there was a terrible loss of life."

The German Admiral, in noting the escape of the Glasgow and the Otranto, says it was due to their speed and the darkness.

Details of the fight, picked up from informal conversations with German officers who came ashore from the warships, show that the Germans, owing to the superior range of the guns on the armored cruisers Scharnhorst and Gneisenau, opened fire when six miles away. As the ships closed, and the range came down to a distance of four miles, the British ships were able to reply, but by that time they were already seriously damaged. The Germans say the British fought heroically, but that their artillery was ineffective against the superior weight of metal that the Germans were able to pour from the more modern guns of the armored cruisers. It is said, however, that the light German cruisers pluckily closed in on the British and took part in the battle. One of them, it appears from the official report, gave the Monmouth her death blow as, crippled and in flames, she tried to escape.